

<b>Applicant</b>	Bank of America, N.A./Bassett Furniture Store	
<b>Request</b>	Parking Reduction	
<b>Location</b>	3600 N. Federal Hwy.	
<b>Legal Description</b>	Portion of Lots 15 and 16, Block "S", Coral Ridge Country Club Subdivision, PB 36, P 30.	
<b>Property Size</b>	19, 507 sq. ft. (0. 0448 acres)	
<b>Zoning</b>	B-1	
<b>Existing Land Use</b>	Surface Parking Lot	
<b>Future Land Use Designation</b>	Commercial	
<b>Comprehensive Plan Consistency</b>	Consistent	
<b>Other Required Approvals</b>	None	
<b>Applicable ULDR Sections</b>	47-20.3	
<b>Action Required</b>	Approve, approve with conditions, or deny	
	<b>Required</b>	<b>Proposed</b>
<b>Parking</b>	19	9 (10 space or 53% reduction)
<b>Project Planner</b>	<b>Name and Title</b>	
	<b>Initials</b>	
	Michael B. Ciesielski, Planner II	
	Chris Barton, AICP, RLA, Principal Planner	
<b>Authorized By</b>	Marc La Ferrier, AICP, Planning and Zoning Director	
<b>Approved By</b>		

**Request:**

The applicant is requesting a parking reduction of ten (10) spaces (a 53% reduction) pursuant to ULDR Sec. 47-20.3.A.5.e, i.e. based on two (2) different users sharing the same parking spaces at the same time because one use derives a portion of its customers as walk-in traffic from the other use. In reviewing the parking study submitted, it can also be said that the applicant might also qualify under criterion "d" as written in Sec. 47-20.3.A.5., which states that a parking reduction request may be based on two (2) or more different users sharing the same parking spaces at different hours and that the peak hours for each use are at different hours.

**Property/Project Description:**

The applicant proposes to construct a 14,850 sq. ft., two (2) story furniture store on an existing forty-six (46) space parking lot that is located on N. Federal Hwy. immediately south of the Bank of America's Drive-Thru building. The proposed site plan for the furniture store includes nine (9) parking spaces on the site. Based on its proposed use as a retail furniture store and its proposed square footage, the furniture store would be required to provide nineteen (19) parking spaces on site. This results in a parking deficiency of ten (10) spaces for the store.

Although the proposed furniture store requires only a Site Plan Level II (Development Review Committee) approval, the Parking Reduction request requires a Site Plan Level III approval and, hence, must be approved by the Planning & Zoning Board.

The current use of the property is a surface parking lot. This lot, which has forty-six (46) parking spaces and is adjacent to the Bank of America's Drive-Thru, has been used by employees and customers of the Bank. Since this forty-six (46) space parking lot is not as close to the Bank as the larger parking lot, it is used much less frequently.

The larger surface parking lot is located immediately behind (to the east of) the Bank. This is the primary parking area for the Bank and contains one hundred and eight (108) parking spaces. Based on the Bank's uses (financial institution, offices) and square footage (19, 196 sq. ft), the Bank is required to have seventy-seven (77) parking spaces. The Bank, then, currently has a surplus of seventy-seven (77) parking spaces or thirty-one (31) parking spaces from the larger parking lot and forty-six (46) spaces from the smaller parking lot.

The Parking Reduction Study, prepared by Land Plan Engineering Group, concluded that the Bank's surface parking lots have been underutilized and have an average parking occupancy of only sixty-eight (68%) per cent. While the construction of the proposed furniture store would eliminate the smaller parking lot and result in a net loss of thirty-seven (37) spaces, there would still be a surplus of twenty-one (21) parking spaces for the Bank. The Study projects states that the average parking occupancy for the larger lot with the Bank and furniture store present would only eighty-six (86 %) per cent.

The Study also discusses the different peak hours that the Bank and furniture store would have. The Bank's peak hours (typically 11 until noon on weekdays) and office hours (the Bank's inside service ends at 3pm weekdays and is not open on weekends) are significantly different from the anticipated peak hours for the furniture store (after 3pm on weekdays and between 3pm and 4pm weekends).

It is also important to note that the site is located on or near several mass transit routes and , therefore, might also meet criterion "F" for a parking reduction.

### **Staff Determination:**

The City Engineer and the City's Traffic Engineering Consultant have reviewed the Parking Reduction Study and have concurred with the study's findings for a ten (10) space reduction.

Because the proposed furniture store is a new non-residential use that exceeds five thousand square feet in area, the site plan was subject to review by the Development Review Committee ("DRC"). All comments either have been addressed or will be included as conditions of Final DRC Site Plan approval.

On January 10, 2005, staff received a letter from Steven Tilbrook, who is representing the Coral Ridge Country Club Estates neighborhood. The letter is attached as **Exhibit 1**. The correspondence states that, while the neighborhood supports the efforts to bring positive and responsible commercial development to the N. Federal Hwy Corridor, it is concerned that more parking will be shifted to the eastern parking lot along NE 22<sup>nd</sup> Avenue. The Association feels that the parking reduction proposal will increase parking and traffic flow in the residential area

along NE 22<sup>nd</sup> Avenue. Accordingly, the Association would like to see the eastern lot modified so that traffic circulation would be entirely contained within the parking lot and that all access points from the parking lot to NE 22<sup>nd</sup> Avenue would be eliminated.

A map of the existing parking lot with the Association's proposal for internalized circulation is attached as **Exhibit 2**.

**Planning and Zoning**  
**Board Review Options:**

- If the Planning and Zoning Board determines that the application meets the criteria for parking reductions, the Board shall approve the request subject to ULDR Sec. 47-20.3.A.5.
- If the Planning and Zoning Board determines that the proposed request does not meet the standards and requirements of the ULDR for parking reductions the Board shall deny the application and procedures for appeal to the City Commission as provided in Sec. 47-26B Appeals, shall apply.
  1. A Parking Reduction Order must be executed and recorded in the public records of Broward County at the applicant's expense.